

Morning

VOL. XXVIII.

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42 and 42 Front Street - - - PORTLAND, OREGON.

C. W. BOYNTON SAW CO.

No. 40 First Street, Portland, Oregon.

Boynton's latest Wonder X-Cut Saw Leads in Fast Cutting.
It is made of High Steel, one-half inch thick on back, six inches wide, thereby requiring very little steel. This saw is two gauges thinner than any thin-blade saw made. While the tooth side is twelve gauge the back is but six. All have warranted. We have also the Silver Steel, "Dexter Channing," "Diamond," and all varieties of saws in stock. Buck Saws, Hand-Saws, Kitchen Butcher Saws, Circular Saws, etc., etc. Files of various sizes, but not least, Boynton's fine Gold Steel Poiell and Ceylon Plating.C. W. BOYNTON'S
LATEST PATENT WONDER SAW

PAT. NOV. 25, 1884.

All Steel Saws \$1.00 per foot. Buck Saws \$1.50 each. 1/4" Menter Patent Tooth. Paint Saws, One-Man Saws, Circular Saws, etc., etc. Old saws made nearly as new.

MISS BOYNTON.

RIGHT SEMINARY

Washington Territory.

Open on Thursday, 21 January, 1885.

L. E. LEMOURE, W. W. WHALEY, TACOMA, WASH. TERR.

H. C. BOYNTON & CO., PORTLAND, OREGON.

H. C. BOYNTON & CO.,

of the 15th volume; and 500 copies of the 15th volume of the Oregon supreme court reports \$5 per copy, and appropriate \$3,000 to pay for them. It provides that one copy of each of said reports shall be sent to each justice of the supreme court, each judge of the circuit court, each judge of the county court, each district attorney of the state, and to each member of the legislative assembly, and to the chief and assistant clerks of each house.

The bill further provides that the secretary state shall furnish a copy of Hill's amendment to each of the secretaries referred to the committee on military affairs, and each county treasurer in this state for the use of the county, to be delivered to them by the state superintendent of public instruction to furnish the county superintendents who voted for the recent changes in the bills, adopted, and to each member of the legislative assembly.

He may, also, exchange copies of the substituted laws, session law, and supreme court reports for law published after the state's adoption of the bills, and to each of the state's secretaries of state and laws, and receive at least ten per cent of the publisher's price, and shall keep the remaining copies for such disposition thereof as may hereafter be made by law, or by the resolution of the legislative assembly.

All this seemed like a large and unnecessary addition to several members. Thompson was headed the opposition, and said the purchase seemed to be for the purpose of distributing those books among a lot of us grangers, who don't want supreme court reports, and wouldn't care to have them if we could get them. It was a large appropriation for this bill, and it should be referred to some committee for examination.

Farther, who had moved to the bill, to the third reading, withdrew that motion and moved to refer it to the committee on commerce. He explained that the secretary state had already purchased those books.

By Muller—To adjudge the amount of the bill.

By Muller—To appropriate money to purchase land to aid the state agricultural college.

By Muller—To appropriate money for the relief of Lake county.

By Dawson—To amend the bill creating the state agricultural college.

By Gray—To appropriate the secretary state of credit to Oregon county with \$300,000 on the books to construct a bonn.

By Lewis—To appropriate the amount of the bill.

By Muller—To appropriate the amount of the bill.

The Oregonian.

Entered at the Post Office at Portland, Oregon, as second class mail.

SUBSCRIPTION RATES.

For 12 months paid in advance	\$1.00
Daily, 50 cents excepted per year	10.00
Daily, with weekly paper	12.00
Two months, 50 cents	5.00
Twenty and weekly, per year	15.00
Twenty, per week	2.00

TO EVERY SUBSCRIBER.

The pilot has printed his letter to show why the pilotage should not be reduced. They call it the "annual report of the pilotage of the Oregon pilot for the year 1888" and it is addressed to "the members of the legislative assembly of the State of Oregon." The official report is unofficial and voluntary; there is no law requiring the pilot to present it, and the object in presenting it is to make it appear that shipowners are not "highly satisfied" with the present pilot service and the cost thereof.

In connection with the report "testimonials" are presented from a number of ship captains, all of which bear marks of having been written by the pilot. It is impossible to suppose that master, pilot and shipowner are satisfied with the validation of their names in testimonial papers certifying that the present pilot service is all that could be desired. "That the present rates are not high" is the almost fact that the papers were drawn up by the masters, were presented as the shipmen's by and the masters were induced in one way or another to sign them.

It is notorious that many shipmasters have nothing to do with their owners, and that they act in "standing in" "standing in" so often do, with all scheming to make heavy charges upon their ships. The salaries are usually quite small, say \$30 to \$50 per month, and there are those among them, who, if they can find conditions under which the charges of the ship can be increased, and part of the money put into their own pockets through a "divide," are well pleased. Masters of this class want to find at a port a combination of difficulties that make the charges heavy; they are glad to have a heavy load for the ship, and a different master who has never been known to come in and assist the sailor boarding house keeper in running men off the ship, and then share with that gentleman the \$30 to \$100 gained against the ship for getting each man back. But though this kind of thing affords a harvest for dishonest masters, it is highly injurious to the business of a port, and therefore it is a duty of the legislature to break up and remove as far as possible the conditions under which such rascality may flourish.

Drinking is the signature of the pilotage, and the result of any drinking nothing could have been easier than to get them. The pilot knows precisely how to do it. But the legislature should not be misled by any supposition that the testimonials were unqualified, or purely disinterested. A system of piracy is and has long been preying on our commerce, under cover of law, and it is never wanting in expedients for its various purposes.

The state should maintain the pilot boat and appropriate a sufficient sum outright. It should reduce the pilotage of all ships, and not only the pilotage of its own ports, but its compensation, too. What is this done, but not till it is done, can the rates for service to ships at the Columbia river be made as low as at Puget sound. Reduce the pilotage, and then there will be ground for the demand that the O. R. & N. Co. should make the whole service here as low in cost as at other coast ports. These charges come out of the producers of the country, and it is the duty of the legislature to omit nothing that can be reasonably done to reduce them.

IS IT CHRISTIANITY?

Mr. W. Carey Johnson, of Oregon City, in a letter published yesterday, under the inquiry, "Is Christianity without any resurrection? Christianity without the Holy Spirit?"

I protest. You have a right to your belief and right to express it, but you have no right to any other name that will try to describe it, but you have no right to duck its brow with the glorification of Christianity.

Mr. Johnson wholly misunderstands. Nor is it surprising. His intellectual attitude towards the subject caused him to dwell upon the extraneous forms, the barks, the mythological speculations of Christianity, rather than upon the conceptions that give it spiritual life.

(1.) Christianity is not presented "without an atonement." But is the world to be redeemed, and saved through the truth preached by Jesus of Nazareth and by other great souls before him, and since his day, or through the brutal murder, by torture of crucifixion, of the founder of Christianity?

(2.) Christianity is not presented "without a new birth." But does the new birth consist in professions of belief in certain ecclesiastical and theological formulae, more or less incomprehensible and absurd, or in single-hearted performance of duty to God and man?

(3.) Christianity is not presented "without any resurrection." But does the resurrection rightly consist in the asserted belief that the earthly body is raised from the dead, or in the great fact that the spirit of man is destined to immortal life? At what particular spot the mortal body of the founder of Christianity sunk into the bosom of the earth, whence it came, is not known, nor is it a matter of much real concern; the vital fact is that his spirit is immortal, and that it abides in the hearts of men.

(4.) Christianity is not presented "without the Holy Spirit." You want to be a Holy Spirit in man? The philosophical figure that makes it the title of man is easily traceable to its historical origin.

"The glorious name of Christianity" depends for its permanence on its spiritual truths. It was loaded down, in the course of some hundreds of years after the death of its founder, with a system elaborated out of a partly traditional and not brought to the test of critical inquiry, in connection with a system where the exigencies of state policy formed a most important part. About four hundred years ago, a general protest against the dogmas of this system was made, and the protest has been growing and widening ever since. Through spread of culture, extension of historical inquiry, growth of the literary idea, study and comparison of the world's religions, past and present; through the intellectual activity of the time, aided by a press which multiplied newspapers, gave the lecturer and preacher immense audience, and spread the thoughts of the essayist, seer, reformer, the historian, and even brings the novelist into service, the protest in our day has a vastly accelerated movement and force. Everyone whose intellectual attitude towards the subject does not forbid him to see the tendency and the cause of it perceives that it is surely destined to clear Christianity of the excesses of state supernaturalism and dogmatic irrationality, and thereby vitalize spirituality and give it a new hold upon the intellect as well as upon the spiritual consciousness of the world. Like all other ideas in the historical development, it is undergoing evolution.

This is one of the tremendous facts of the history of the last four hundred years. And the ferment of the present day shows how little likely it is to stop. Why do people read such a book as "Robert Elmer?" It is but a sign of a pre-logical, intellectual growth out of a demand for personal and interpretation of Christianity on principles that afford as well with reason, with history, with literary judgment, as with the religious nature of man.

A MEASURE OF PRUDENCE.
A bill making the marriage of cousins unlawful in this state will be introduced into the lower house of the legislature. Thursday Oregon has ample opportunity to profit by the experience of older states in this matter. Illinois and other states have passed such laws, but not until the statistics of their idiotic, blind and deaf mute asylums have proven that the best interests of the state and of individuals required it. As states become older and communities more settled, the tendency to consanguineous marriage becomes more pronounced, and as personal interests become involved, the difficulty of the disengagement such marriage is greatly augmented. Hence, while there is no immediate damper this inconsiderate measure will rush into matrimony in Oregon in force sufficient to make an institution for the care of incapable a necessity of this generation. It will be the part of wisdom to take care of future evils begotten by such marriages by the timely enactment of the proposed law.

A bill has been introduced into the legislature to create the office of state engineer of navigation and port of entry. It provides for giving him \$5,000 a day and mileage. Oregon now operates a steam engine, must appear before him for examination, and must obtain a certificate as a competent engineer, and no certificate is to be granted unless the applicant shall have had at least two years' experience as a foreman or an assistant to an engineer for the same length of time.

The nominal object of the bill is to protect property of the state. It is, however, to the interest of the law of the state as a basis for establishing an engineers' union, and thereby to subject those whose business compels them to operate steam engines to the control of an organization that will prescribe hours, wages and conditions of service, impose regulations and requirements as it sees fit, and make the operation of engines less annoying and costly as possible.

The bill will affect every person in the state who has a steamship, or portage engine, in use for any purpose. It is applicable to all kinds of portage engines, to every kind of small factory, large and small, driven by steam, to every truck-works, elevator works, etc., etc., etc., elsewhere.

No steam engine may be operated unless it has a license from the state examiner, and the "litteracy test" will be immediately formed.

If the bill in question becomes a law, at this time its passage will illustrate a spirit of prudence, all too rare in legislative assemblies, since it is generally thought to be quite time to fence against an evil after it has full possession of the field. Older states, one after another have found it necessary to legislate against consanguineous marriage after it had become interwoven with the body politic. The "bitter test" in authorizing this bill is a heavy tax levied upon the author who needs water. There never can be too much genuine Harry bitter, but Oregon and every state in the Union has altogether too much of it.

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EAST PORTLAND NOTES.

A. Reporter's Flyer Trip.
"Columbus Liner."
Great Improvements Made—Ultrafine Land, Building Cottages, Etc.—Box Cars Needed—Waiting Station—Dangerous Bridges.

Trade made across the "peninsula" to the Columbia river by the Portland and Vancouver line at intervals of two or three weeks will enable one to see changes at most every point. After passing Clay street, from the car window new houses can be seen in every direction. Most of these houses have been started since January 1, while others were begun in December and are being finished. There is no place on the Eastbank where there is so much activity in the building line as on either side of Nye street, where a number of cottages have started and being finished on this avenue in reality astound.

The railroad company is ballasting the track and putting it in good shape inside the limits of both East Portland and Astoria. Travel over the line is very good, but not sufficient to justify more trips at present. Sundays the stage is about static. The highest number of round trip tickets sold on Saturday is 100.

Steamship trade is constantly in progress. Line makes the trap-day and then goes again about two weeks hence. What is being accomplished in the line may be seen in the interior spaces have risen very rapidly and the current is deep enough to enable the river boats to go up to the country, but the same thing is a daily occurrence on the Skamania line, and there is nothing unusual about it. The people there have the handling of land with build offices so as to accommodate their customers. There were two gentlemen on the car yesterday from Vancouver and the steamer "Astoria" came in this morning. The boat has been built since the Astoria ever since the Portland & Vancouver railroad was built. The people there are much interested over the prospect of another line, and the two men were turned out to see what could be done to make something out of that of a bridge across the Columbia river from Oregon side to Vancouver. This will come in time as the river is too slow to accommodate the great tonnage of freight up between Portland and Vancouver.

It is more than evident that the peninsula will be the scene of great activity the present year, and the Astoria is in a

position to profit by the change. It should be a great opportunity. It should be replaced with a new bridge.

The O. & W. are running 500 box cars manufactured at Fullerton, Illinois. Of this number 200 have been received here and are in the yard below Astoria while the other 300 are yet to come. The company could use a thousand new cars, but they cannot be turned out now on account of rush of work on the factory. The same is true of the Astoria, and the company should be given a chance to get out of the difficulty.

The street commissioners picked up the bridge about year ago, but it is so old and the timbers are so much decayed that it cannot be repaired again. It should be replaced with a new bridge.

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